

Established February, 1845

PRICE, \$2 PER MONTH.

Shipping

Shipping.

Steamers.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR TIENTSIN VIA SHANGHAI.

Taking Cargo & Passengers at through rates
for CHEFOO, NEWOHWANG,
HANKOW and Ports on the
(YANGTZE.)

The Steamship *Glaucos*
Captain SAWER, will be
despatched as above on
FRIDAY, the 9th Instant, at 4 p.m.

For Freight or Passage, apply to
JARDINE, MATTHEWSON & Co.,
General Managers,
Hankow, May 6, 1890. 820

CHINA NAVIGATION COMPANY,
LIMITED.

FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY & MELBOURNE

W. N. A. I.
manden wil

as above at Daylight, on SATURDAY,
the 18th Instant.

The attention of Passengers is directed
to the Superior Accommodation offered by
this Steamer. First-class Saloon and Cabin
are situated forward of the Engines.
Second-class Passengers are berthed in the
"Coop." A Refrigerating Chamber ensures
the supply of Fresh Provisions during the
entire voyage. A duly qualified Surgeon is
on board.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hankow, May 5, 1890. 720

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY & FOCHOW.
The Co.'s Steamship
Hutton,
Capt. S. AUSTON, will be

ht of Passage, and

DOUGLAS LIPPAIK & Co.,
General Managers,
Hongkong, May 7, 1890. 854

OCEAN STEAMSHIP COMPANY.
FOR SHANGHAI VIA AMOY.
Taking Cargo & Passengers at through rates
for NINGPO, CHEFOO, NEW-
HAWANG, TIENTSIN, HANKOW and
Ports on the YANGTZE.)
The Co.'s Steamship
Division,
Captains AQUIRRE, will be
dispatched on above 17th

UTTERFIELD &

Hongkong, May 5, 1890. 842

**THE CHINA SHIPPERS' MUTUAL
STEAM NAVIGATION COM-
PANY, LIMITED.**

FOR LONDON.

The Co.'s Steamship
O-pen,

CHS. H. KEMP, Comm'r,
is above Port on or about the 15th Inst.

**For Freight, apply to
ARNOLD, KARBERG & Co.**

11- 87

Sailing Vessels.

FOR SAN FRANCISCO.

The 3/5 L.L.I. American Ship
William B. Macy.
ADAMS, Master, will load
here for the above Port, and
will have quick despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, March 12, 1890. 467

FOR NEW YORK.

The 2/3 L.L.I. British Barque
Putagania.

apply to

RUSSELL & Co.
Hongkong, April 5, 1890. 645

Notices to Consignees.

FROM SOURABAYA, SAMARANG,
BATAVIA AND SINGAPORE.

THE Steamship *Almona* having arrived
from the above Ports, Consignees
Cargo by her are hereby informed
their Goods are being landed at their
in the Godowns of the HONGKONG
KOWLOON WHARF AND GODOWN CO.

will be subject to re-
vance has been off

...be directed.
 ...are requested to present
 ...for damage and/or shortage not
 ...than the first instant, otherwise they
 ...not be recognized.
 ...of Lading will be countermanded by
 JARDINE, MATHESON & Co.,
 Agents.
 Hongkong, May 7, 1890.

TO LET.
 LARGE ROOM on the Ground
 Floor of No. 18, Praya Central.
 Suitable for an Office.
 Apply to

March 28, 1932

The American mail arrived at daylight this morning, and the letters were delivered

about 2 o'clock. Of course the Post Office had to attend to the outgoing French mail, but if the officials had turned to say half an hour earlier, the American mail might have been sorted and delivered without interfering with the outgoing mail, and the sorters would then have been free to deal with the incoming French mail on its arrival. Keeping tutors locked up from daylight to 2 p.m. caused a good deal of inconvenience, and can scarcely be considered a creditable performance on the part of the Post Office.

The new steamship *German*, built on account of the German, Kaiser's Coasting Line, has just arrived at Hongkong, and will soon leave for Hongkong. The steamer is entirely built of steel, and near

Load Rosenberg has secured the original drawing of the catapault, electric number 1 of Pouché. — Dropping the Pouché is of significant title, the principal figure being that of the German Chancellor quitting the ship of State, over whose imperials the Emperor watched his departure. Prince Bismarck writing to an old friend in London, says of the picture, "It is, indeed, a masterpiece."

ARRIVAL OF THE S. E. FELBRIDGE
The *S. E. Felbridge* (Captain Ratten), which

went ashore on the North Reef to the Princes Group on Saturday last. Arrived in Hong Kong this morning. She managed to steam off the reef on Tuesday morning. After 500 tons of cargo (rice) had been unloaded, and came here without assistance. She met the gunboat, which was sent out to her assistance about 90 miles from Hongkong yesterday afternoon. The arrival of the steamer was quite unexpected, her position on the reef being such that it was considered doubtful if she could be got off on her own help. The fact of her being steel built and double-bottomed no doubt explains how she escaped what would have been destruction to an iron vessel. The *Fubina* was on a voyage

rice. She left Saigon on the 30th April, and on the morning of the 3rd inst. about 4.30, she took the ground on the North Reef. The weather at the time was cloudy, but there was no fog. The steamer's

ward, and she was going about fifteen miles when she struck. The *Barataria* then took the ground a mile, a series of small waves at the same time, extended the spring of the boom afterward. The effort to get the *Barataria* out prevented it until the time as she was held fast forward. Although the depth of water fifteen feet from the stern was forty-five fathoms, the anchor were put out, three of which were shot, and the engines were kept going, twenty-two eastern sixteen hours out of every twenty-four all the time she was on the reef. The cargo was being got out all the time. The vessel is badly damaged forward. The foremast is full of water, but there is nothing in the hold. She will go into dry dock, and

A LONG MOVIE OF ACCIDENTS SHOULD precede the new, sprawling, 10-hour

THE head is always the core of the heart.
Rochefoucauld

A MAN must stand erect, not be kept
 erect by others — *de Quincey*

He who has no silver in his purse should have silver on his tongue.

PRUDENCE is a good horse in the stable, but an ass when put on a journey. — *Proverbs*

He who has a good horse and a good man

[illegible][illegible]

[No. 8522.—MAY 8, 1890.]

The American mail arrived at daylight this morning, and the letters were delivered about 9 o'clock. Of course the Post Office had to attend to the outgoing French mail, but if the officials had turned to say half an hour earlier the American mail might have been sorted and delivered without interfering with the outgoing mail, and the sorters would then have been free to deal with the incoming French mail on its arrival. Keeping letters locked up from daylight to 2 p.m. caused a good deal of inconvenience, and can scarcely be considered a creditable performance on the part of the Post Office.

The new steamship *German*, built on account of the German, Asiatic Coasting Line, which is to be chartered by the Government, will soon leave for Hongkong, the steamer is entirely black of steel, and near

Load Rosenberg has secured the original drawing of the catapault, electric number 1 of Pouché. — Dropping the Pouché is of significant title, the principal figure being that of the German Chancellor quitting the ship of State, over whose imperials the Emperor watched his departure. Prince Bismarck writing to an old friend in London, says of the picture, "It is, indeed, a masterpiece."

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PRUDENCE is a good horse in the stable, but an ass in the field on a journey. — *Proverbs*

He who has a good conscience is at home.

[illegible]

Henry failed - Henry's father

